

ITEM 7-B

CITY OF ALAMEDA

Memorandum

To: Honorable President and
Members of the Planning Board

From: Andrew Thomas,
Acting City Planner

By: Kathleen Livermore,
Contract Planner

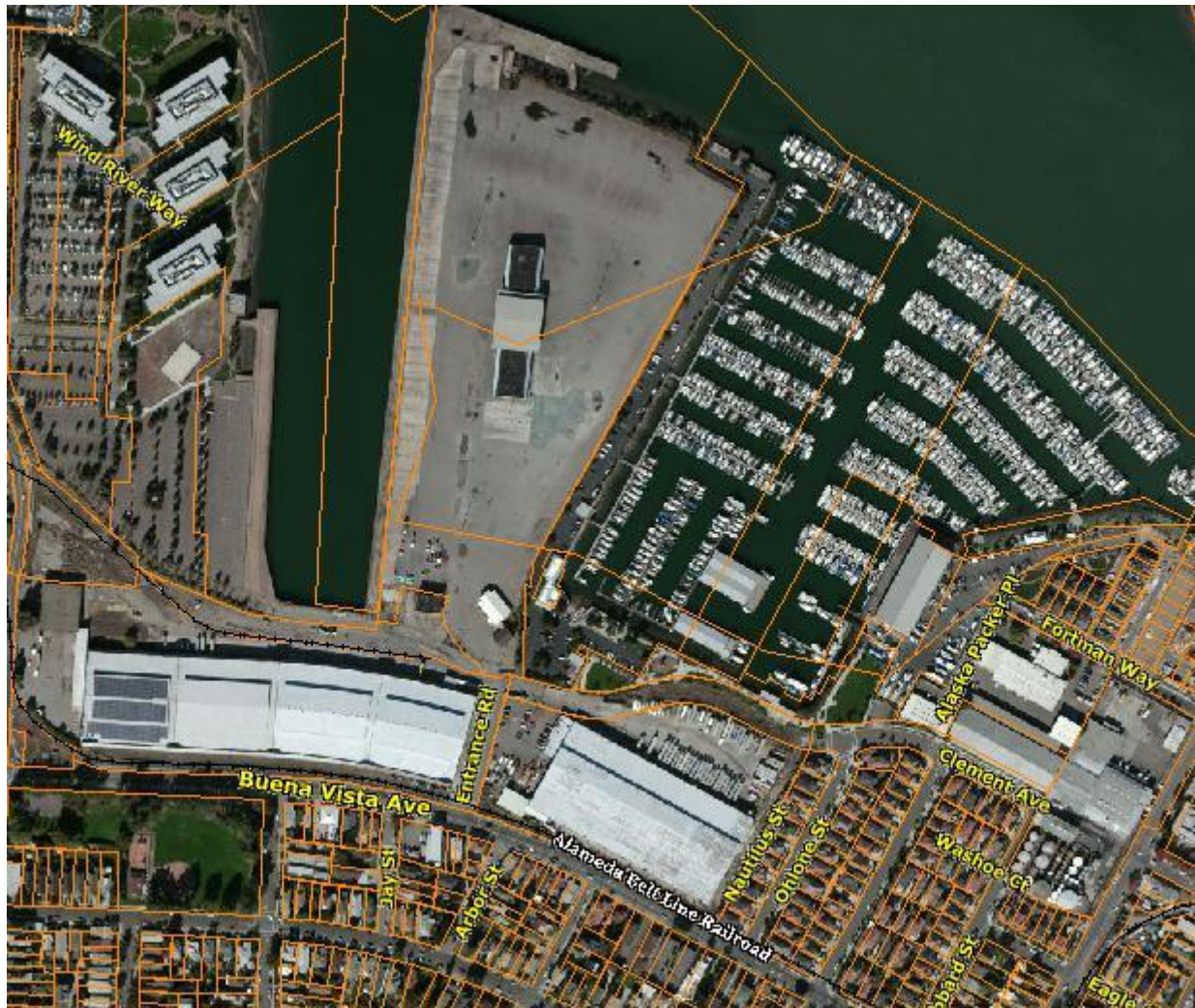
Date: October 22, 2012

Re: Tentative Subdivision Map Application PLN12-0226 – 1551 Buena Vista Avenue (Marina Cove II Project) Applicant: Trident Partners, LLC/Mr. John Shelton. A proposed Tentative Map application to develop a 70-lot, 89 unit subdivision on a 7.14-acre property located at 1551 Buena Vista Avenue (APN 072-0384-031 and APN 072-0384-033)

BACKGROUND

The subject property is a vacant 7.14-acre site located at 1551 Buena Vista Avenue and bounded by Ohlone Street, Buena Vista Avenue, Clement Avenue and Entrance Way. The site is currently developed with the large Chipman warehouse building and paved areas for truck parking and maneuvering. The site is bounded on the south and east by medium-density single-family residential development, on the west by the historic Del Monte Warehouse, and on the north by the Fortman Marina and the Marina Cove Waterfront Park.

The project site is part of a larger site, the original Marina Cove Subdivision that was previously proposed for development and was evaluated in a Mitigated Negative Declaration (MND) in June 2000. The original Marina Cove Subdivision proposed a total of 152 homes, including 124 detached and 28 attached homes as well as related utilities, streets, open space and visitor parking on 23.83 acres. Marina Cove was planned and approved to be built in two phases. Marina Cove Phase I was built on the property in 2002-2003 on 10.89 acres and included 83 housing units, including 12 below market rate units and a 1.83 acre park designed to serve Phase I and Phase II. Phase II was originally approved for 69 housing units including 18 below market rate units.



Vicinity Map

In 2001, the site was zoned R-4/PD (Neighborhood Residential with a Planned Development overlay) with a General Plan designation of Medium-Density Residential.

In 2012, the City of Alameda placed a multi-family overlay on the site as part of the rezoning for the recently adopted and certified Housing Element.

DISCUSSION

Residential Lot Size and Orientation:

The applicant, John Shelton, Trident Partners LLC, is proposing a Tentative Map to subdivide the property into 70 Lots for 89 housing units.

The proposed lots would generally be rectangular lots measuring approximately 40 feet by 80 feet (3,200 square feet) for the single-family homes, although some lots will be

slightly larger. The typical duplex lot would measure 39 by 52 feet (2,028 square feet). The proposed project would have a density of approximately 20 dwelling units per acre.

All of the lots are configured to ensure that the future homes face onto the public right-of-way and streets. To minimize curb cuts and garage doors facing Buena Vista Avenue, all the lots facing Buena Vista have an alley running behind the homes for garage access. A similar alley system is used to provide rear automobile access to the homes facing Clement Avenue. The orientation of these lots also ensures that noise barriers or soundwalls will not be necessary along Buena Vista or Clement Avenues. Homes facing the internal streets would include curb cuts for garages on the front of the home. Each of the 89 homes would include a two-car garage.

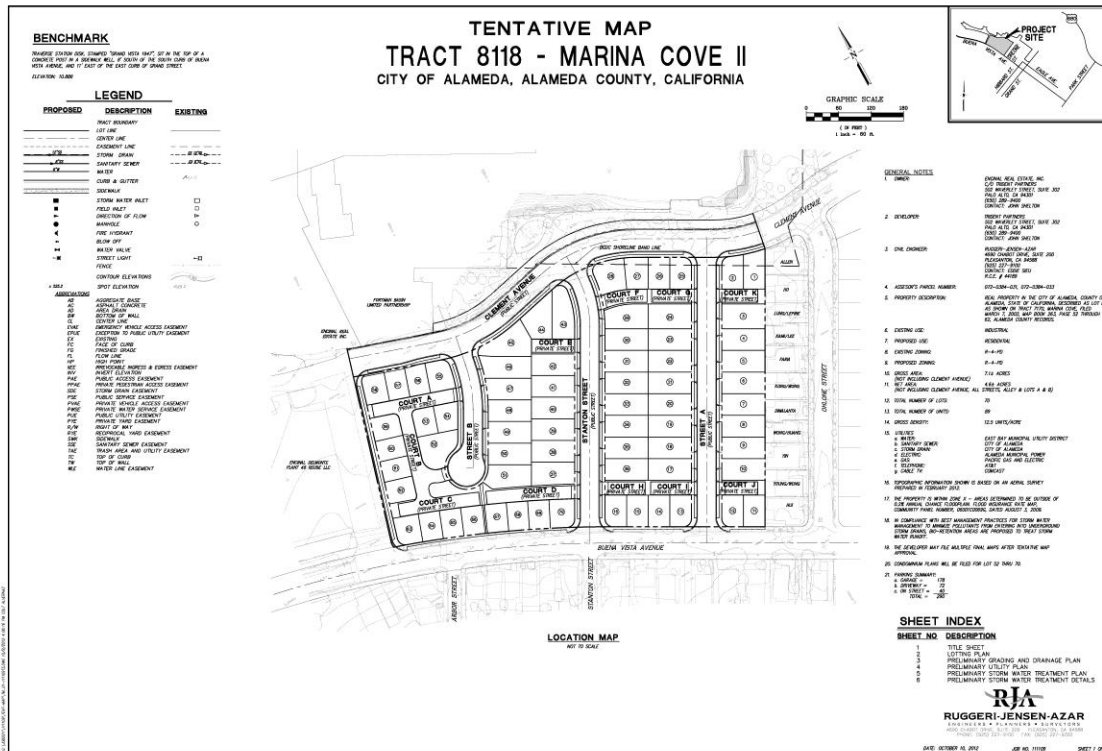
Street Plan

The site plan (Exhibit 1, Sheet 1) shows two new streets (Stanton Street and Street "A") extending north from Buena Vista Avenue to Clement Avenue and the Marina Cove Waterfront Park. Clement Avenue will be extended from Ohlone Street to Entrance Road. The new streets would include a 56-foot right-of-way (ROW), including a 36-foot roadway (two 10-foot travel lanes and two 8-foot parking lanes), 5-foot wide bio-retention swales adjacent to the parking lanes and 5-foot wide sidewalks between the swales and proposed homes. Clement Avenue is designed to accommodate two 11.5-foot wide travel lanes, one 7-foot wide parking lane of the south side of the street, two 6-foot wide bicycle lanes, one 5-foot wide sidewalk and one 6-foot wide landscape strip.

Buena Vista Avenue from Sherman Street to Grand Street is currently a designated truck route. When the planned Clement Avenue extension from Sherman Street/Atlantic Avenue to Grand Street is completed as a continuous truck route, the truck route designation will be moved from Buena Vista Avenue to the Clement Avenue extension.

Entrance Road is required to be improved to the centerline of the street to provide a curb to curb width of 36 feet. There will be a new 5-foot wide sidewalk, 6-foot wide landscape strip and paving to the centerline of the street. These improvements will allow for the coordination of future development of the adjacent site.

There is a cul-de-sac proposed for this site. The proposal to provide 38 duet condominiums required a cul-de-sac and court system to service these sites. The majority of the 38 duet condominiums face Clement Avenue, Buena Vista Avenue or Entrance Road with only 9 of the 89 total sites facing a cul-de-sac.



Residential Density and Building Type:

The property is designated in the General Plan and on the Zoning Map for residential use. The property is surrounded by medium-density single-family residential neighborhoods to the south and east.

The site is identified as an available housing site in the 2012 certified Housing Element. The Housing Element identified the site as being able to accommodate up to 193 units. Despite the larger number of units allowed by the General Plan and Housing Element, the applicant believes that a total of 89 units with a blend of single-family and small lot condominium units in duplex structures is the best plan for the site.

AMC 30-4.23, Multifamily Residential Combining Zone applies to this site. Subsection e.1. states that the maximum permitted density shall be thirty (30) units per acre. Subsection e.2. allows minimum lot size requirements to be modified as necessary to permit construction at the densities allowed in the Multifamily Combining Zone. The site zoning would allow up to 30 units per acre in a different multifamily configuration. As noted earlier, the project would have a density of 20 units per acre (net of streets).

Although this project includes fewer units than originally anticipated in the Housing Element, the City will continue to maintain capacity to meet its Regional Housing Need Allocation (RHNA) because the Housing Element contains a surplus in the event that individual projects construct fewer units than anticipated in the Housing Element.

Affordable Housing:

Pursuant to AMC 30-16, an Affordable Housing Agreement between the City and the applicant shall be executed prior to the final map approval. Sixteen affordable units will be distributed between moderate, low-income and very low-income units. (The project will provide either six moderate-income units, seven low-income units and three very low-income units or seven moderate-income units, five low-income units and four very low-income units in the Affordable Housing Agreement.)

Environmental Review and Transportation Demand Management

This application was the subject of an Initial Study and Mitigated Negative Declaration circulated for a 30-day review period concluding on October 8, 2012. As part of the Initial Study, a Traffic Study was prepared in consultation with the Transportation Division of the City of Alameda Public Works Department. The Traffic Study concluded there would be no significant traffic impacts, largely because of the significant number of truck trips that would be eliminated by the elimination of the Chipman Warehouse business from the property. During the am and pm peak hours, the project eliminates about 12 large truck trips from the site and neighborhood. However, the Traffic Study did find that the project would use one percent of the remaining Webster and Posey Tube capacity and a Transportation Demand Management (TDM) Plan is required for the site. The TDM Plan will require two AC Transit passes for each unit in perpetuity or equivalent funding to an available shuttle service, such as the Estuary Crossing Shuttle.

Hazardous Materials Remediation:

A Phase I Environmental Site Assessment (ESA) of the project site was performed in June of 2012 and a Phase II ESA was performed in August 2012. Given the site's current industrial use, as well as the adjacent sites industrial use, five Mitigation Measures have been identified to address various Hazardous Materials concerns. Mitigation Measure HM-1 requires a survey of asbestos-containing building materials (ACBM) be conducted and any required work shall be done in accordance with the Bay Area Air Quality Management District (BAAQMD) as well as the Alameda Community Development Department. A similar Mitigation Measure, HM-2, addresses potential lead based paint at the site. Mitigation Measure HM-3 addresses procedures to remove lead contamination at the site in accordance with State regulations, while HM-4 and HM-5 appropriately address other remediation work in accordance with all State, Federal and local requirements.

Design Review and Architecture:

Trident Partners, LLC intends to proceed with an application for a Development Plan and Design Review for the site in a subsequent application. The design of the single-family and duet condominium homes will be subject to public review pursuant to Section

30-36 Design Review and the requirements of the R-4 Zoning District. Neighbors will be notified of these applications when they are submitted.

FINDINGS:

Based upon the above analysis, staff is recommending that the Planning Board make the necessary findings for Tentative Map approval:

1. **The proposed subdivision is in conformance with the General Plan and Zoning for this site.** The development is consistent with the Medium Density Residential General Plan and R-4/PD-MF Zoning designations for the property. The project would permit 89 dwelling units and would provide 70 lots ranging in size from approximately 2,000 to 3,200 square feet. This is consistent with development standards for the R-4/PD-MF zoning district and the Medium Density Residential designation of the General Plan.
2. **The site is physically suitable for the proposed residential development in the General Plan because the site is located in an area of predominately residential development or area that is planned for future residential development.** The property is designated in the General Plan and on the Zoning Map for residential use. The property is surrounded by medium-density single-family neighborhoods to the south and east. The duet condominiums are planned for the west end of the site and both the single-family homes and duet condominiums will be subject to Design Review and Development Plan approvals. This will further ensure compatibility with the surrounding residential neighborhood.
3. **The site is physically suitable for the density of the development.** Redevelopment of the site is consistent with density standards of the General Plan and Zoning Ordinance. The site is vacant, level, and surrounded on two of the four sides by residential neighborhoods with a similar density. The proposed Tentative Map is designed to be compatible with the density of the adjacent neighborhoods.
4. **The proposed design of the subdivision and improvements, as conditioned, will not cause environmental damage or substantially and avoidably injure fish or wildlife or their habitat.** The residential redevelopment of the site will not introduce hazards that are inconsistent with standard residential development within the R-4/PD-MF zoning district and the Medium Density Residential general plan designation. Mitigation measures and conditions of approval ensure that no un-intended environmental damage or exposure of future residents to environmental dangers could occur.
5. **The design of the subdivision will not conflict with easements acquired by the public at large for access through or use of property within the**

subdivision. All required easements are to be retained and additional other necessary easements are to be provided.

6. **The design of the subdivision and its improvements will not cause serious public health problems.** The project will include improvements to the Clement Avenue and Entrance Way right-of-way and will include conditions that assure that the property is free of hazardous materials and would not adversely affect public health. Easements for surface drainage runoff and utilities are required as conditions of the Tentative Map.

ENVIRONMENTAL REVIEW

This application was the subject of an Initial Study and Mitigated Negative Declaration circulated for a 30-day review period concluding on October 8, 2012 for a 69 unit residential development. An Addendum was prepared to analyze the proposed 89 unit residential development. The Addendum concluded that no new impacts were identified with the additional 20 residential units. All potentially significant impacts can be reduced to a less than significant level with the proposed Mitigation Measures. A Mitigation Monitoring program will be required to ensure these Mitigation Measures are implemented.

Several comments were received on the Initial Study and Mitigated Negative Declaration. These comments are responded to in the Attached Response to Comments Exhibit.

RECOMMENDATION

That the Planning Board hold a public hearing and adopt the Draft Resolution approving Tentative Map (Tract 8118) application PLN12-0226 for the 70 lot subdivision for 89 residential units (51 single-family residences and 38 duet condominiums) located at 1551 Buena Vista Avenue, commonly referred to as the Marina Cove II project.

Respectfully submitted,

Andrew Thomas
Acting City Planner

By: Kathleen Livermore
Contract Planner

Exhibits:

1. "Tentative Map 8118" prepared by Ruggeri-Jensen-Azar
2. Draft Planning Board Resolution
3. Initial Study, Mitigated Negative Declaration, Addendum, and MMRP
4. Public Comment
5. Response to Comments